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## SPARKMAN'S DEFENSE

Of River and Harbor Appropriations for State of Florida

### HE MAKES A GOOD SHOWING

And Scores Those Who Had Attacked Him for Alleged Unfairness.

Representative Sparkman of this district, defending the Harbor Appropriation Bill as reported by the committee, of which he is a member, from an attack made by several members of Congress from interior States recently said, in part:

"The producer needs the lowest freight rates possible, whether he be a foreign or a home market, and consequently interested because of the measure in the development of all the harbors and commerce-bearing streams of the country. When, therefore, we consider the importance of river and harbor work, the intimate relations it bears to the commercial and business growth of the country, we could certainly, it seems to me, justify a bill carrying an amount much larger than that appropriated by this bill; and we may expect to see such appropriations going on and increasing until the necessities of commerce are completely met. The people will demand it, and we could not resist those demands here if we would."

But, Mr. Chairman, one or two members have criticised this bill on account of the appropriations which go to the States represented by members on the committee, or perhaps it would be more correct to say that the committee has been thus criticised, for no one has undertaken as yet to say that the appropriations have been unworthily bestowed. The cry is that the States represented on the committee have received too much as compared with those States not thus represented, and that especially the districts represented by members on the committee have been unduly favored. The gentleman from Washington [Mr. Cushman] was especially severe on that line, and my own State came in for a share of his invective."

Now, I shall not undertake to reply at length to the insinuation that in the aggregate the States represented on the committee received too much, for that charge was shown to be inaccurate by my colleague on the committee, the gentleman from New York (Mr. Alexander). It was demonstrated by him that the 17 States represented on the committee, receiving only three-fourths of the \$60,000 appropriated and authorized, actually have more than 80 per cent. of all the commerce of the country, and that if commerce alone is to be considered, then these 17 States are entitled to even more than they get in the bill. This is the way, at least, it presents itself when aggregates alone are considered. The same would no doubt be true if a like test were applied to the individual States."

But, Mr. Chairman, it is with regard to the criticisms of myself and of the State which I have the honor in part to represent on this floor that I intend to reply more particularly. If the gentleman will cast his eye over the map of the State of Florida, he will see a long peninsula extending from the lower edge of the State of Georgia way out into the southern seas, almost to Cuba and to the Bermudas, with a coast line of more than 1,400 miles on straight lines, but if he were to follow the sinuosities of the shore line, he would travel more than 1,800 miles going from the Perdido river, on the west, around by the Tortugas to Fernandina."

On this coast line he would find 9 deep-water harbors, 8 on the Atlantic and 6 on the Gulf of Mexico; all of them of national importance, but three of which, namely, Pensacola, Tampa, and Key West, have been classed among the 12 or 15 natural deep-water harbors of the country. Besides these there are many rivers and smaller harbors, all important to the commerce of the State, and incidentally to the country at large."

It is over and through these that the productions of that State can be carried to the seaboard or other distributing centers, where the surplus, which is great, is carried and distributed throughout the United States. Through these harbors comes and goes a large and rapidly increasing coastwise and foreign commerce, the estimated value of which is upward of \$60,000,000 per annum. Who, then, can say that Florida,

with all these rivers and harbors and all this commerce, receives too much at the hands of the River and Harbor Committee?

But, Mr. Chairman, that is not all. The income which the government derives from Florida entitles her to generous treatment at the hands of this body. From all sources—from the custom-houses, internal-revenue department, post offices, etc.—for the year ending December 31 last, Florida paid about \$2,000,000 into the government till, and from my own town, the city of Tampa, which gets only \$150,000 in this bill, the government received for the same period the magnificent sum of about \$1,500,000, or more than was paid into the National Treasury by the whole State of Washington combined for the fiscal year ending June 30, 1900."

Florida receives in this bill, in cash and in authorizations, a little more than \$1,700,000, or about \$50,000 per annum, supposing that the cash and the amount authorized can all be spent during the next two years; so it will be seen that she does not get one-half of what she will pay into the National Treasury during the same period of time."

In that connection I wish to advert to another matter to which the gentleman alluded. He intimated, or at least I understood him as intimating, that I had favored my district at the expense of the other districts of the State of Florida. If my friend will look at the figures, he will change his mind, for out of the seventeen hundred and odd thousand dollars given to Florida \$1,335,000, or about three-fourths, goes to the Second District, represented by my colleague, not counting \$20,000 appropriated, together with the sum of \$35,000 given by the Fifty-fifth Congress, for the building of a dike to be used throughout the State."

Thus it will be seen that I have not favored my district, but have given to the Second District the lion's share of the appropriation, and that, too, whilst in the First District, which I have the honor to represent here, there are many more projects demanding and which should receive the attention of Congress than happen to be in the Second Congressional District, so ably represented by my colleague, Mr. Davis; and yet that district does not receive any more than its just dues, even if it could be claimed that it has received more in this bill."

Then, too, the gentleman stated, as one of the reasons for condemning the bill, or the members of the Committee on Rivers and Harbors, that one river, viz, the Anclote, in my district, could not be found on the latest edition of Rand & McNally's map. Well, Mr. Chairman, I am sorry the gentleman could not find this river on the map which he happened to examine, but I am not in any way responsible for his failure so to do. I did not make the map. If I had, I can assure him the river would not have been overlooked, but would have been placed on the map, properly marked, named, and designed, for, in the language of the gentleman, "the river is there."

It rises, in the lake region, on the border line between my own and an adjoining county, and flows thence in a westerly direction into the Gulf of Mexico, some thirty-five or forty miles north of the entrance to Tampa. It is also a commerce-bearing stream, of importance not only to the locality, but to the shipping interests for quite a distance up and down the coast and as far south as Key West. Just off the mouth of this river are some of the finest fishing and sponging grounds in the Gulf."

An immense traffic is carried on in these two industries, as well as many others, which the carrying capacity of this stream aids very materially; but when the government project for the improvement of this stream is carried out the river will not only be more serviceable in the way just suggested, but will furnish a harbor of refuge to boats and other shipping engaged in that business."

When a northwesterly, or southwesterly gale is blowing these vessels are compelled to seek a safe harbor, and at present the nearest is at Tampa Bay, more than 40 miles away, as I have stated. Hence, when the waters leading from the Gulf into this river are deepened, as they will be when this project is carried out, these boats will be afforded easy access to a harbor right at hand when the storms come and they are compelled to seek shelter."

But, Mr. Chairman, Florida de-

(Continued on Eighth Page.)

## SHORT LINE TO FLORIDA.

It Will Put Montgomery Ninety Miles Nearer Tallahassee.

The following interesting railroad gossip is from the Montgomery Advertiser:

The Louisville and Nashville will build an extension of the Alabama and Florida, the extension being from Geneva to Marianna, Florida. The survey has already been made, and contractors are now figuring on the shape that they will be able to put their bids in. This has been known for some days, in fact, since the bill was introduced in Congress in Washington, some days ago authorizing a bridge to be built across the Choctawhatchie river. The official announcement was not made, however, until yesterday and that is why no mention has been made of the matter before. This means a saving of 116 miles in the distance from Montgomery to River Junction, from here to River Junction, by way of Flomaton and Pensacola, the distance is 324 miles, while from here to River Junction, by way of Andalusia and Geneva the distance is 208 miles, a saving of 116 miles. From Geneva to Marianna the distance is about 45 miles and at Marianna a junction is made with the Louisville and Nashville's Pensacola and Atlantic line to River Junction."

Speaking of the matter a prominent railroad man said yesterday: "I can make but one deduction from it—that the Louisville and Nashville is trying to get a shorter route to the Land of Flowers. The claim is made that the line by Geneva and Marianna will be ninety miles shorter to Jacksonville than the present route from Montgomery over the Plant System. Now, the supposition is that this is being done by the Louisville and Nashville to protect themselves in the event that anything happens to the Plant—in other words in the event that the Southern octopus gets hold of the Plant System. At River Junction the Louisville and Nashville will have to depend on the Florida Central and Peninsular Division of the Seaboard to get into Jacksonville and interior Florida. It looks to me as if this means a close traffic arrangement between the Louisville and Nashville and Seaboard, and if the Southern gets hold of the Plant I think this is undoubtedly what will happen. It would not surprise me in the least, next winter to see the limited trains from the West by way of the Chicago and East Illinois go direct to River Junction over the Louisville and Nashville, and from there to Jacksonville over the Seaboard instead of from Montgomery to Jacksonville and St. Augustine over the Plant as at present."

## F. C. and P. Tax Case.

The litigation pending now in the United States Court, known as the F. C. and P. Railroad Tax Case, involves the collection of \$90,181.69 back taxes, state and county, for the years 1879, 1880, 1881. A levy upon the said railroad was made in behalf of the State in September, A. D. 1892, and since that time it has been up on appeal three times before the Florida Supreme Court."

Each time the State won a decision against the railroad. The last decision was rendered in June, 1900, and from this judgment of the State Supreme Court the railroad company has sued out a writ of error to the United States Supreme Court at Washington."

Attorney-General Lamar has represented the State of Florida in this suit, and has lately made a motion in the United States Supreme Court to advance the case in the interest of the State, for an early hearing and decision. He leaves to-day for Washington City to present the motion on Monday next."

## Killing Ducks and Geese.

Panacea, Fla., Feb. 19.—Mr. Raymond Cay and wife came over to Panacea on the R. L. Hill, their steamboat, Saturday, and stayed at the hotel. Mr. Cay has not been in good health, but it is hoped that the springs will soon put him on his feet."

Gen. D. Lang is spending a few days at the Springs. He killed a fine 84-pound goose Tuesday, and has reason to feel very proud, which he proceeds to do."

Mr. Charles A. Cay and his wife spent Sunday and Monday at the Springs. He left just one day too soon, as there were eight geese killed the following day and plenty of fine ducks."

## GOV. JENNINGS AND STAFF

Visit Pensacola's Festivities, and are Highly Pleased.

Governor W. S. Jennings, Mrs. Jennings and son, Master Bryan Jennings, left on the Sunday afternoon train for Pensacola to enjoy the festivities of the carnival."

The Governor was accompanied by Adjutant General Patrick Houston, Col. C. P. Lovell, of the First Florida Regiment, and Capt. C. H. B. Floyd, of Apalachicola. At Pensacola the Governor was joined by the following members of his staff: Col. H. M. DeMontmolin, of Palatka; Col. Frank Phillips, of Marianna, and Col. T. V. Kessler, of Pensacola."

During their stay in Pensacola Governor Jennings and family were guests of Mrs. W. D. Chipley."

While in the Gulf City the Governor was the recipient of many attentions and honors."

At noon on Monday King Priests' arrival in the city was heralded by a salute from the United States battleships in the harbor. The King of the Carnival was escorted through the city by a grand military parade, composed of United States regulars, marines from the battleships, soldiers from Alabama and the Florida State troops, to the number of 2,000. This parade was reviewed by Rear-Admiral Farquhar and officers of the North Atlantic Squadron, Governor Jennings and the members of his staff."

During the afternoon Governor Jennings and staff visited the flagship Kearsage, and were shown through this magnificent vessel, a Governor's salute being fired as the party left the battleship."

Hon. John D. Long, Secretary of the United States Navy, called on Governor Jennings during the day."

The closing function of the day was a reception and banquet at the Osceola Club, in honor of Rear-Admiral Farquhar and his officers, which was attended by Secretary and Mrs. Long, Rear-Admiral Endicott and wife, and Governor and Mrs. Jennings."

Tuesday forenoon Governor Jennings and staff called on Hon. John D. Long at the Navy Yard and then visited Fort Barrancas, where a Governor's salute was fired."

Governor Jennings held an informal reception at the Esplanade Hotel during the afternoon and later in the evening attended a reception at the Navy Yard in honor of Secretary Long and wife, Admiral Endicott and wife, and General and Mrs. Haywood."

The Mystic Parade came off at 8 o'clock Tuesday night and was a magnificently brilliant affair. Governor Jennings and staff occupied the grand stand during the parade."

The festivities closed with a grand coronation ball, which was attended by all the distinguished visitors in the city, including Governor Jennings, Mrs. Jennings and the members of the Governor's staff."

Governor Jennings and his party yesterday returned from Pensacola, greatly pleased with every feature of their visit to the growing Gulf City of the West."

When the east bound train reached DeFuniak Wednesday morning the people were out with a band to greet Governor Jennings and to call upon him for a speech. He responded and was heartily applauded."

When the train arrived at Tallahassee, the Governor's Guards escorted Governor Jennings and family to the Leon Hotel where he made them a nice little talk which was received with cheers."

## In the Convict Camp.

Three boxes of books and papers were packed at the residence of Mrs. R. H. Gamble, on Clinton street, on Wednesday, February 20th, and forwarded to the following convict camps, viz: Captain C. A. Neal, Alachua county, Fla., phosphate mines; Captain Kersey, Citrus county, Fla., phosphate mines; Captain B. B. King, near Cordeal, Citrus county, Fla., phosphate mines."

Mrs. Gamble requests that the citizens send her all the papers, magazines and books which they can spare. She can make good use of all."

## Special Services.

Special services are in progress this week at the First Baptist church, in preparation for the preaching services which are to begin next Sunday morning. Monday evening next Dr. H. W. Provence, of Montgomery, will begin a series of ten days' preaching. All Chris-

tian people are cordially invited to co-operate in these services, and every one is welcome."

## City Election.

The city election for Mayor, a full set of administrative officers and five Councilmen, took place Tuesday. There was no opposition to the Democratic nominees, except for Mayor. In the latter instance the Democratic candidate, R. B. Gorman, was opposed by W. C. Hodges, Esq., who is a Republican, but in this contest as an independent."

The day was so quiet even around the polls that one could hardly realize that such a contest was in progress. A very light vote was polled, only 172 votes being cast for Mayor out of something over four hundred registered."

The result was as follows: For Mayor—R. B. Gorman, 152; W. C. Hodges, 20. City Clerk and Treasurer, A. H. Williams, 175. Tax Assessor, W. H. Chancey, 175. Tax Collector, W. D. Wilson, 175. For Councilmen—F. W. Armstrong, 180; L. C. Yaeger, 180; W. F. Quale, 181; L. M. Bively, 176; C. W. Perkins, 176; A. C. Spiller, 175."

The Council met last night and canvassed the returns, declaring the result as above."

A new organization of the Council was perfected by re-electing F. W. Armstrong, President for the third term. W. F. Quale was elected President pro tem."

## Railroad Commissioners' Meeting.

The State Railroad Commissioners had up for consideration the question of rules to govern demurrage charges on all railroads doing business in the State on Monday, February 19. Many well known railroad officials were present to discuss with the commissioners the rates as proposed and formulated by them. Practically all the morning was spent in the discussion. The commissioners heard all the objections and suggestions made by the railroad men, and took the matter under further advisement and consideration. It is understood, however, that the subject will be taken up and finally disposed of at an early date. Among the railroad officials present were the following: Capt. D. E. Maxwell, general superintendent, and Col. John A. Henderson, general counsel of the Seaboard Air Line; Capt. W. D. Denham, general superintendent, and Mr. James Menzies, general freight agent of the Plant System; Mr. F. C. Skipper, general freight agent of the Louisville and Nashville Railroad; Mr. A. H. Barnes, general superintendent, of the Atlantic, Valdosta and Western Railroad; Mr. J. M. Cutler, general superintendent of the Georgia Southern and Florida Railroad, and J. C. Haskell, manager of the Southeastern Car Association."

## A Prominent Man Dead.

Mr. Henry J. Bond, a prominent citizen of Lloyd, Jefferson county, died suddenly Sunday afternoon of heart failure, and was brought here Monday for burial in the city cemetery."

Mr. Bond was about 60 years of age and highly esteemed not only in the community where he lived, but throughout this section."

His son, Benj. J. Bond, who was in Baltimore attending medical college when the fatal illness of his father came on, was until recently connected with the drug business now operated by Wight & Bro."

Besides the above, two other sons, three daughters and a heart-broken wife survive the deceased. To them the heartfelt sympathies of this entire community are extended. All business houses at Lloyds were closed for two days out of respect to the departed."

## Work for the Children.

The Sunday Schools of our great State will find much of interest and profit at the State Sunday School Convention to be held in Jacksonville, Florida, March 3-5. Five international Sunday School specialists will be present, including Prof. E. O. Excell, the great singer, Mr. Marion Lawrence, International General Secretary, Prof. H. M. Hamill, International Field Secretary, and his wife who is a Primary specialist, and Rev. B. W. Spilman, a noted Sunday School worker of North Carolina. It is confidently expected that this will be the largest and best Sunday School Convention ever held in our State. Full particulars may be had of Captain H. B. Shaw, Ormond, Florida."

## CASTORIA.

The Kind You Have Always Bought  
Bears the Signature of  


## TRUSTS WIN AGAIN

Have Got Administration in a Pretty Box This Time

### THE ARMY APPROPRIATIONS

Exceed those of England, Russia and Other Countries with Big Armies.

Washington, February 16.—The sugar trust has scored again: its last previous victory having been when it persuaded McKinley to shift on the Porto Rican tariff question. This time the result will be more serious. Under the Dingley law, when any foreign country grants a bounty to sugar grown within its borders, the United States lays a countervailing duty equal to the bounty on that sugar if imported into the United States. Such duties have been imposed on German, French and Holland sugars. Russia, which has recently begun to export sugar gave no bounty and has been exempted from such taxation, a fact that caused much discontent in the European countries just named. This, however, would have been of little importance, had not the sugar trust also found that its interests would be injured if Russia were allowed to develop her trade in that material. Some Russian sugar comes over raw, but most of it comes in such a condition that no further refining is necessary, thus entering directly into competition with the trust. Hence the latter set to work to devise some excuse for barring it out, and with the present subservient administration to back it, easily found one. Russia charges an internal revenue tax on sugar grown there and remits this when the sugar is exported. The trust argued that this remission amounted to a bounty, and succeeded in persuading Secretary Gage to impose a tax equal to Russian internal revenue levy. The Secretary evidently failed to consider that, if this be a bounty, the United States also pays bounties on nearly every article taxed by its internal revenue laws, as it remits these duties when the goods so taxed are exported. Yet the United States has never been accused of paying a bounty on whiskey making, for instance. A commercial war with Russia is likely to follow this unjust discrimination."

The opponents of the ship subsidy bill have ample material for speeches to consume all the remaining time of this session, if they want to do so, as they say they do. Senator Caffery will resume his speech when the bill is again taken up. He is probably the most remarkable man in the Senate for capacity to consume time in speechmaking without departing from the recognized character of legitimate debate. While Allen holds the record for continuous talking without opportunity for rest, Caffery is the wonder of the Senate for smooth persistency and protracted oratory kept up like a continued story, cut off at the end of one day to be continued in the next. With abundant material always on hand and a calm, deliberate delivery, a feature of which is skill in making graceful pauses to permit statements to "soak in" or to look over references, the hours slide from under the session day by day while Caffery talks. There are various opinions as to how long he could talk on one subject if put to the test. Some say he could occupy each day's session for a week, but the most common opinion is that a month would not fatigue him if the subject were sufficiently broad. Even this limit may be too contracted. The test to its full has never been made, and may never be. It is said, however, that though there are several gifted great-endurance orators ready to talk on the shipping bill, the Louisiana Senator could readily consume the remaining days of the session himself if there were need for it. Hence the chances for the subsidy bill have vanished."

Appropriations for purely military and naval objects for the next fiscal year will aggregate approximately \$365,000,000. This is leaving out of the calculation all deficiency appropriations of money to be expended during the present fiscal year, which will aggregate at least \$40,000,000 more, and will bring the total appropriations for military and naval objects made by the present session of Congress up to the enormous sum of \$405,000,000. This sum, of course, includes pensions, which amount to about \$165,000,000. Subtracting this, there re-